



# NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

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## SCENES ON DURHAM-WAKE ROAD



Work is progressing rapidly on the \$589,394 project (No. 4805) which involves the construction of 16.4 miles of new highway between Durham and US 64 in Wake county. The photograph at left shows grading at the junction of the road, to be designated NC 55, with US 64 two miles north of Apex. At right, Inspector R. W. Kinlaw of the Durham office checks his specifications book while out on the job. W. C. Shepherd Co. of Atlanta, Ga., has the roadway contract. Roy M. Homewood of Chapel Hill is handling structures.

## Guilford County Leads State In Volume Of Daily Traffic Recorded During 1946

Raleigh — Guilford county led North Carolina last year in daily vehicular volume, according to a recent summary of vehicle mileage data on the rural state highway system.

On an average day last year 328,966 vehicles traveled over the numbered highways in Guilford county, as compared to 325,908 in Wake county, runner-up in volume figures.

The other counties in the top ten bracket were, in order (with vehicle miles): Mecklenburg 297,033; Uncombe, 235,827; Forsyth, 210,0; Cumberland, 210,543; Robeson, (Continued on page three)

## T. C. Wagstaff Succeeds Rankin

Raleigh — T. C. Wagstaff, former reporter for the Raleigh Times and Greensboro News, will succeed E. L. Rankin, Jr., as Director of Public Relations and Editor of the North Carolina Highways and Public Works, Chairman A. H. Graham has announced.

Rankin has resigned, effective June 12, to join the staff of Senator William B. Umstead in Washington. Rankin left the Associated Press in Columbia, S. C. in June 1946 to enter state service. He served in the Navy for four years during World War II.

### UNC Graduate

Wagstaff is a native of Roxboro and unmarried. He was graduated from Roxboro High School in May 1938 and from the University of North Carolina with an A.B. in Journalism in June 1942.

He edited the Roxboro Courier prior to January 1943 when he entered the Army and served 18 months overseas in New Guinea, the Philippines and Japan. Follow- (Continued on page four)

## PURCHASING PROBLEMS

BY W. G. REAVES  
Assistant Purchasing Agent

We would like to bring to your attention this week a table captioned "Commodity Price Comparisons." This table is taken from a recent bulletin of the National Association of Purchasing Agents and was (Continued on page three)

## IMPROMPTU PROBE OF EQUIPMENT AWARDING HEARD BY COMMISSION

### Payne Is Elected As President Of New Safety Group

Raleigh — The new State Highway Employee's Safety Council held its first organizational meeting May 28 and Assistant State Highway Engineer L. W. Payne was elected president of the group.

The new Safety Department plan was discussed by the Council and the plan's application to the general promotion of safety in the State Highway and Public Works Commission was studied.

### Elected To Council

Elected to the Safety Council were: Division Engineer T. J. McKim of the Division One, Division Engineer W. N. Spruill of Division Two, Division Engineer T. A. Burton of Division Five, Division Engineer L. B. Peck of Division Seven, Division Engineer Z. V. Stewart of Division Eight, State Maintenance Engineer B. W. Davis, Prison Director C. O. Robinson, Bridge Maintenance Engineer C. B. Taylor, Equipment Engineer S. C. Austin and Traffic Engineer R. A. Burch.

Safety Director James P. Dodge will be recorder of the Council. All officers were elected to serve until July 1, 1948 when a new membership will be chosen.

The safety plan stated the program would include accident prevention (Continued on page three)

### WHO DUNIT?

Raleigh — State Compensation Officer H. K. Witherspoon is a puzzled man. He might even need the services of such an intrepid detective as Fearless Fosdick.

The other day when the temperature took a turn upward, Witherspoon turned to his two electric fans for relief and found them missing. The two large fans were originally assigned to his office over 10 years ago, and were never removed from his office except for occasional lubrication.

And they didn't need lubricating now. So it appears to be an open-and-shut case for Fosdick.

Beware, Anyface! Anything can happen.

Raleigh — An impromptu investigation of State Board of Awards methods in awarding contracts for highway equipment received chief attention of the State Highway and Public Works Commission at its May 28 meeting.

Director W. Z. Betts of the Division of Purchase and Contract was called before the meeting after Commissioner T. Max Watson said he had received complaints from people in the Ninth Division concerning the March letting of contracts on 20 Diesel tractors.

### Asks For Publicity

Watson said he wanted facts of the case to be heard in public, so it would be understood that the Highway Commission does not actually buy its own equipment but

The Highway Commission divided the \$1,250,000 retreatment fund among the 10 divisions as follows:

DIVISION	PERCENT	AMOUNT
1	9.36	\$117,000
2	6.68	83,500
3	9.67	120,875
4	10.59	132,375
5	10.94	136,750
6	10.09	126,125
7	10.37	129,625
8	11.21	140,125
9	11.00	137,500
10	10.09	126,125
TOTAL	100.00	\$1,250,000

can only recommend its selection to the State Board of Awards, the agency which buys for the State.

The Board of Awards received bids March 20 on 10 small crawler-type Diesel tractors and 10 large crawler-type Diesel tractors. E. F. Craven Co. of Greensboro was low bidder on the small tractors with a net unit price bid of \$5,364.52; however, this bid contained an escalator clause. The North Carolina Equipment Co. of Raleigh entered a firm bid with a net unit price of \$5,559.40. Delivery dates were generally the same.

State Equipment Engineer S. C. Austin said he recommended that the entire contract go to the low bidder, Craven Company. The Board of Awards awarded five tractors to each bidder.

The North Carolina Equipment Company was low bidder on the 10 large tractors with a net unit price (Continued on page four)

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E. L. RANKIN, JR., *Editor*

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**PROTECT THE ROADS**

Supporters of the North Carolina betterment program for county roads will be distressed to learn that thoughtless farmers are seriously damaging many miles of newly-surfaced farm-to-market roads by careless use of farm equipment.

Reports from agricultural sections of the state indicate many sections of all-weather county roads have been scarred and torn by farmers operating disk harrows, plows or tractors with cleats over new bituminous-surfaced roads. Some of sections were damaged so seriously that they required immediate maintenance work. Other sections will require earlier maintenance work than normal use would cause.

According to other reports, farmers have plowed or dumped dirt on road shoulders and freshly graded, planted banks along these rural roads. Such thoughtless action hampers efforts of the Highway Department to prevent erosion on shoulders and right-of-way, and dirt from the fields dumped alongside the roads results in lack of proper drainage and increased maintenance costs.

Leaders of farm organizations can perform a service to their people and the North Carolina county road betterment program by requesting the cooperation of farmers in protecting their county roads. It has been an uphill battle

for the Highway Department to undertake such an enormous betterment program during the early postwar years, but definite progress has been made.

North Carolina is answering the plea of farm groups for better farm-to-market roads. More money is being expended on North Carolina county roads than in any other Southern state. A system of light traffic, bituminous-surfaced roads is under development that will give the state one of the best farm road systems in the United States.

The State Highway and Public Works Commission hopes that farmers, the people who benefit most from the new roads, will cooperate in protecting North Carolina's huge investment in our new county road system.

**THIRTY**

We would like to take this opportunity to express our sincere appreciation for the full cooperation given the Department of Public Relations during the past twelve months.

Whatever success we have achieved can be attributed largely to the fine cooperation of Chairman A. H. Graham, Chief Engineer W. Vance Baise and other officials and employees. In our travels, ranging from Wilmington to Cranberry, we always found state highway personnel friendly, courteous and helpful.

During the past year the Highway Commission has made every effort to present accurate information of its work, problems and plans to the people of North Carolina through state newspapers and radio stations. Our house publication, the NORTH CAROLINA HIGHWAYS AND PUBLIC WORKS, was designed to give this information in readable form to the 9,000 highway and prison em-



ployees.

Our publication now tells the progress of North Carolina's highway program to every highway department in the United States, to federal highway agencies in Washington and to most national highway magazines. Comments received from the various states have been very favorable.

We would also like to thank Supt. Troy J. Dean and his hard-working men at the Prison Print Shop for their excellent work and helpful cooperation in keeping the "Bugle," as it has been nicknamed, hitting the deadlines on time.

Our successor, T. C. Wagstaff, is very capable of continuing the important work of the Department of Public Relations. We are certain he will find the members of the highway family helpful and cooperative.

North Carolina is undertaking the largest, most extensive road building and improvement program in its history. The people of North Carolina should be kept informed of the progress made by one of its greatest agencies—the State Highway and Public Works Commission.

"Love: a condition of mind at a time when the mind is out of condition."—Houghton Line.

She's so modest she pulls down the shades to change her mind.

**Today's Chuckles**

"Was your uncle sensible until the last?"

"I won't know until the will is read tomorrow."

Dentist: "What kind of filling do you want?"

Small Boy: "Chocolate."

Zilch: "Give me a dime's worth of sandpaper."

Clerk: "Here you are!"

Zilch: "How much is it?"

Mary: "Will we have a nice home after we're married, dear?"

Joe: "Why, sweet, you're not figuring on moving, are you?"

Mistress (Instructing a new butler): "Now, how do you address a baron?"

Butler: "Your lordship."

Mistress: "And his lady?"

Butler: "Your ladyship."

Mistress: "And an Admiral?"

Butler: "Your flagship."

She: "Does the moon influence the tide?"

He: "I don't know, honey, but it sure influences the untied."

After an evening in a local night spot, a gay party at one of the tables arose to leave. Beckoning a waiter one of the men asked, "Is it raining outside?"

"Sorry," replied the waiter coldly, "this isn't my table."

"Daughter, I hope that's a nice book you're reading."

"It is, mother, except it's so sad at the end. The girl dies and he has to go back to his wife."

"He must live in a very small apartment."

"Why do you say that?"

"Well, didn't you notice that his dog wags its tail up and down, instead of sideways?"

"Don't drive so fast, dear. The motorcycle policeman behind us can't get by."

"Call the manager. I never saw anything as tough as this steak!"

"You will, sir," replied the waiter, "if I call the manager."

Manager to Models: "Now girls, remember when you sit down, assume the 'Prodigal Pose'—that's the one that brings out the fatted calf."

A priest walked up to a young man hanging on to a lamp post.

"Shame on you! What have you been drinking?"

"Three Fathers, Feather."

## Prisoner Killed Trying To Escape In Swain County

Mack Grooms, a 29-year-old prisoner from the Jackson County Prison Camp, was shot and killed instantly May 28 when he attempted to escape from a road gang working in Swain County.

Jesse Jackson, 33, sentenced in Beaufort County November 1944 to serve 5-7 years for breaking and entering, fled with Grooms and managed to escape without injury. Grooms, a native of Haywood county, was serving 15 years for assault on a female with intent to rape, and had a record of two previous escapes.

### Escapes Total Rises

Prison Director Clyde O. Robinson reported that a total of 23 prisoners escaped from the state prison system during May. There were 22 escapees recaptured during the month. This compared with 31 escapes and 20 recaptures during May 1946.

Escape ratings for May 16-31 were:

### Three Stars

(No Escapes)

Central Prison, Woman's Prison and all others with the exception of the following.

### Two Stars

(One Escape)

Richmond 706, Guilford No. 1 505, Cary (Raleigh), Montgomery 705, Wayne 405, Wilkes 809, Columbus 303, Buncombe 1002, Cabarrus 702, Randolph 608.

### One Star

(Two Escapes)

Caldwell 803, Rockingham 509.

### Non-Star

(More Than Two Escapes)

NONE.

## PAYNE ELECTED

(Continued from page one) vention, safety education, examination and qualification of equipment operators, inspection of installations, facilities, operations and works, training in first-aid, establishment of accident reporting and rating systems and surveys for the installation of safety appliances.

### Division Four Reports

Division Four was the first division to report formation of a Division Safety Committee, in accordance with the safety plan. Division Engineer R. Markham said he had appointed the following supervisory officials: Assistant Division Engineer E. A. Crump of Wilson (chairman), Division Mechanic of Wilson, District Engineer J. W. Taylor of Raleigh and Resident Engineer

## FIRST DEGREE

Hendersonville — Three Negro prisoners charged with killing Guard George Bowman when they escaped March 4 near here were found guilty of first degree murder in Henderson County Superior Court June 3.

The defendants, J. C. Brooks, Grady Brown and Thurman Munn, were sentenced by Judge J. Will Pless, Jr., to die in the gas chamber July 25. All three men were serving sentences at the Henderson County Prison Camp when they made their escape to temporary freedom.

Attorneys for the Negroes filed notices of appeal and have until August 1 to perfect their pleadings.

## GUILFORD COUNTY

(Continued from page one)

210,041; Gaston, 200,507; Davidson, 188,671; and Rowan, 167,675.

### Population Important

James S. Burch, engineer of statistics and planning who originated the summary, pointed out the general correlation between daily vehicle miles and population. In the 1940 census, Guilford ranked first in North Carolina in population. Wake was fourth, Mecklenburg second and Buncombe fifth.

On an average day last year, motorists over the entire state rolled up 9,453,462 miles. The summary did not include travel on county roads, city streets or the Blue Ridge Parkway, Burch emphasized.

Division Six, with a daily average of 1,141,327 miles, led the 10 state highway divisions in daily traffic during 1946, according to the study. The others ranked in order as follows: Division Seven, 1,086,479; Division Five, 1,081,503; Division Four, 1,049,844; Division Nine, 971,281; Division Three, 955,778; Division Two, 821,447; Division One, 816,405; Division Ten, 782,112; and Division Eight 747,286.

C. H. Giles of Smithfield.

The Division Four committee met June 2 to review division accident records and hear a talk by Safety Director Dodge. The next meeting was scheduled for July 7.

## PARKWAYS BIDS RECEIVED

Washington, D. C.—A. L. Dougherty Company of Indianapolis, Ind. was low bidder on construction of a 16-mile link of the Blue Ridge Parkway running between Bull and Balsam Gaps, the PRA has announced here.

## PURCHASING PROBLEMS

(Continued from page one)

compiled for them by the McGill Commodity Service, Inc. tion will be beneficial inasmuch as it shows the trends of prices over a period of years.

It is our belief that this informa-

### COMMODITY PRICE COMPARISONS

COMMODITY	1926	Average	Low of Depression	% Dec. from 1926	Average	May 16, 1947	Average	% Incr. or Decr. from Low	% Incr. or Decr. from 1926 Ave.
<b>BUILDING MATERIALS</b>									
Cement, Port. Del. N. Y. ....	\$ 1.65	\$ 1.10	-33	\$ 2.61	45	+ 11			
Brick, per M. ....	20.17	10.00	-50	25.50	155	+ 27			
Glass, Window, Per Box....	2.98	1.71	-42	4.68	174	+ 57			
<b>FUELS</b>									
Petroleum, bbl. ....	1.83	.25	-86	1.79	617	-2			
Bituminous Coal, Net Ton... ....	2.21	1.20	-42	4.30	258	+ 94			
<b>HIDES AND LEATHER</b>									
Hides, Light Native Cows Lb. ....	.1308	.0425	-68	.2525	494	+ 93			
Leather, Union Sole, Lb.... ....	.425	.20	-53	.64	221	+ 51			
<b>PAINT MATERIALS</b>									
Linseed Oil, raw, tanks, Lb. ....	—	.047	—	.36	667	+ 32			
Turpentine (bulk basis) gal. ....	.807	.2425	-70	.5425	124	-33			
<b>NONFERROUS METALS</b>									
Tin, per Lb. ....	.653	.1835	-72	.80	336	+ 22			
Zinc, per Lb. ....	.0772	.0267	-65	.11	312	+ 43			
Copper, per Lb. ....	.1401	.05	-64	.2275	355	+ 62			
Lead, Lb. ....	.084	.0265	-69	.15	466	+ 79			
<b>FERROUS METALS</b>									
Composite Pig Iron, ton.... ....	20.42	13.56	-34	33.15	144	+ 62			
Steel Billets, gross ton.... ....	35.00	26.00	-26	42.00	62	+ 20			
Steel, Str. shapes, cwt.... ....	1.97	1.50	-24	2.50	67	+ 27			
<b>TEXTILES FINE</b>									
Cotton, Lb. ....	.1768	.052	-71	.3678	607	+ 108			
Cotton sheetings, Lb. ....	.129	.045	-65	.22	388	+ 70			
Rayon, 150 den. Viscose, Lb. ....	.183	.50	-73	.69	38	-62			
Wool, Lb. ....	.98	.28	-71	1.06	279	+ 8			
<b>TEXTILE, COURSE</b>									
Burlap, Yd. ....	.0932	.0415	-55	.23875	476	+ 156			
Hemp, Lb. ....	.148	.0325	-78	.1975	508	+ 33			
Jute, Lb. ....	.0879	.026	-70	.165	535	+ 88			
<b>VEGETABLE OILS</b>									
China Wood, Lb. ....	.146	.05	-66	.32875	558	+ 125			
Coconut Oil, Lb. ....	.0925	.0225	-76	.13	477	+ 41			
Cottonseed Oil, cr. SE Lb.... ....	.0856	.023	-73	.24	943	+ 180			
<b>LIVESTOCK</b>									
Cattle, cwt. ....	9.72	3.712	-62	23.9375	546	+ 146			
Hogs, cwt. ....	12.36	8.00	-76	22.85	662	+ 85			
Sheep, cwt. ....	6.98	1.35	-81	9.50	604	+ 36			
<b>AGRICULTURAL</b>									
Barley, bu. ....	.666	.20	-70	2.16	980	+ 224			
Oats, No. 2 White, bu. ....	.429	.1525	-64	1.01	563	+ 136			
Wheat, No. 2 Red. bu. ....	1.556	.4375	-72	2.65	505	+ 70			
Flaxseed, bu. ....	2.354	.935	-60	6.25	569	+ 166			
Corn, No. 3 Yellow, bu. ....	.748	.2125	-72	1.775	735	+ 137			
Sugar, Lb. ....	.0568	.037	-35	.0825	123	+ 45			
Potatoes, Lb 100-Lb. Sack... ....	3.73	.75	-80	3.05	307	-18			

While there has been a rather vigorous campaign by Government business and labor to reduce prices during the past few weeks, there is little evidence of a downward trend at present. Earlier in the year economists and statisticians estimated that average food prices would be reduced by 20 percent by the end of 1947. This figure has now been revised to 10 percent. Present indications are that reductions in all commodity prices will be even less.

"I wish I had enough money to buy three elephants."

"What do you want with three elephants?"

"I don't; I just want the money."

"What is debtor, pa?"

"A man who owes money."

"And what is a creditor?"

"The man who thinks he's going to get it."

## Creswell Cannery Ready For Work

Creswell—The newly constructed modern cannery at the Washington County Prison Camp near here is ready for full operation.

Supt. H. L. Harris said the cannery would use a total of 50 men per day when in full production and would have a daily capacity of 50,000 cans of food per day when operated at full speed. The new cannery is a wooden frame building 30 by 100 feet, with a cement floor and all modern conveniences.

All the equipment is new or reconditioned, Harris said, and will be ready for the beginning of the herring season. The camp plans to pack about 200,000 cans of herring this summer if the fish are available. They also plan to can fish roe, peas, string beans, tomatoes, soup mixtures, peaches, apples, and other fruits and vegetables.

### IMPROMPTU PROBE

(Continued from page one) of \$7,262.75. Craven was second with a bid of \$7,350 net (with escalator clause). Austin said NCEC's equipment did not meet specifications because it lacked cabs, electric starters, curtains and had only 70 horsepower in rated gear when specifications called for 75 horsepower.

#### Recommended Craven

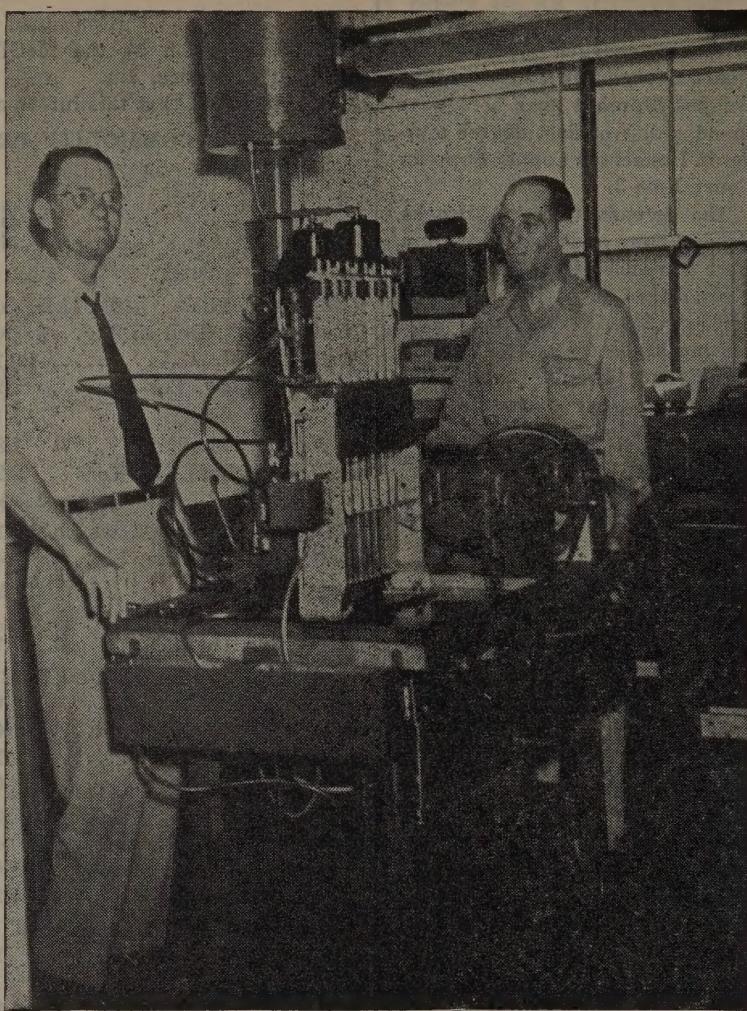
The equipment engineer stated that he recommended the Craven bid for award because the Allis-Chalmers equipment offered met specifications and had 86 horsepower. The Board of Awards again divided contracts for the tractors between the two bidders.

Defending the action of the Board of Awards, Betts explained that the escalator clause in the Craven bids was considered a serious discrepancy because the Board's policy has been to avoid such contract clauses wherever possible.

He admitted that the NCEC was allowed to change its bid on the large tractors to permit addition of cabs so the International equipment would more nearly meet specifications. However, he pointed out that since Craven's bid contained an escalator clause the Board of Awards considered each bid contained equal discrepancies and divided the contracts between the two companies.

Betts asked the Highway Commission to study the past record of the Board of Awards in its purchasing of highway equipment. "We have followed the recommendations of the Highway Commission in the great majority of cases,"

### DIESEL TEST STAND DISPLAYED



Diesel engines provide power for much State Highway equipment, and it is vitally important that the Diesels operate properly. Supt. Hal Tharrington (left) and Foreman H. B. Holt stand beside a Bosch test stand, recently installed in the Diesel injection testing room of the Cary Equipment Depot, which tests fuel pumps for Diesel engines. The new equipment permits accurate adjustment and repair of fuel pumps—the "hearts" of Diesel engines. Factory representatives have told Tharrington that the Cary testing room is one of the most complete fuel pump shops in North Carolina. (Photo by W. K. Mingis, Prison Bureau of Identification.)

he declared.

#### Claims Report Heard

Commissioner John N. Hackney of the Fourth Division, chairman of the Commission's new Claims Committee, reported on four claims heard May 27. Claims of L. Watts Norton of Durham county and Radford Payne and son, Robert, of Stokes county were denied by the committee, he said.

Paul Dunn of Cumberland county was awarded \$500 in settlement of his claim, and James Fields of Warren county was allowed \$100 for his claim.

Chairman A. H. Graham presented a proposed allocation of \$1,250,000 in retreatment funds among the 10 divisions, and the allocation was approved by the Commission.

James S. Burch, engineer of statistics and planning, presented a new map representing a study of

narrow rural state highways in North Carolina. The colored map revealed that 621 miles of roads 16-feet wide have a daily traffic volume of more than 500 vehicles a day, and that 781 miles of roads 18-feet wide carry more than 1500 vehicles a day.

Graham stressed the importance of including these dangerously narrow highways in future improvement programs, and the commissioners requested copies of the map for their own offices.

A delegation from Laurinburg, headed by Attorney James Mason, appeared before the Commission to present a brief which called for US 15-A to be used as the general route for the proposed super-highway from Fayetteville south to the South Carolina line. The Commission promised it would study the brief closely. Other members of

### CRBA Praised By Chairman Graham

Raleigh — In observance of the Carolina Road Builders Association's third anniversary, Chairman A. H. Graham expressed his appreciation in the May issue of the Association's official magazine to the contractors for their response to North Carolina's postwar road building program.

Noting the shortages of equipment, material and labor from which the contractors have suffered, Graham stated in the magazine that 1946 contract work involved 1,766 miles of roadway which was completed at a cost of \$21,514,884. Highway lettings during the first four months of 1947, he pointed out, have included \$11,000,000 in contract work.

North Carolina's postwar road program "presents a real challenge to the Highway Commission and to the contractors who are equipped to do this work," Graham said. "The Highway Commission fully appreciates the past assistance of the Carolina Road Builders Association and anticipates many years of fruitful co-operation as North Carolina moves forward to the greater road system needed to meet present and future transportation needs of the State."

the delegation were J. B. Hood, Dixon Phillips and Wade S. Dunbar.

The Commission approved the awarding of all state betterment projects in the May 20 letting and gave its approval, subject to further approval of the PRA, to all of the federal-aid projects with the exception of structures in Pasquotank-Camden and work on NC 87 in Cumberland county.

Other action of the Commission included approval of continued membership by North Carolina in the National Research Commission of the American Association of State Highway Officials, and disapproval of a request by the Ocean Highway Association that it be permitted to mark US 17 through North Carolina with "Ocean Highway" signs.

The next meeting was set for June 26.

### T. C. WAGSTAFF

(Continued from page one) ing discharge from the Army in January 1946, he joined the staff of the Raleigh Times and had the Highway Building as part of his regular beat.

Wagstaff is the son of Mrs. T. C. Wagstaff of Roxboro, Superintendent of Welfare for Person County.